Covered parking
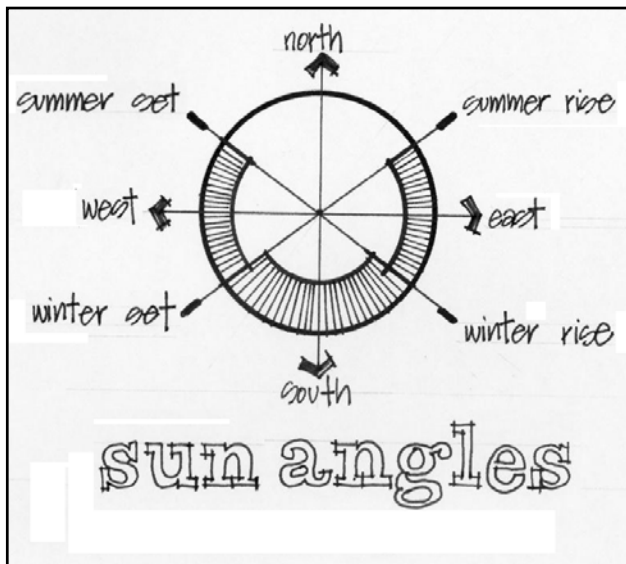
Covered parking is encouraged to provide relief from the elements, particularly summer heat. Such structures should be architecturally compatible with the remainder of the development.

See also Section 3.7, "Design for Climate and Energy Conservation".

Longitude: 111° 46' 00" W - Latitude: 35° 52' 00" N

SEDONA WEATHER

Month	Average Temperature (˚F)		Average Total Precipitation (Inches)
	Daily Max.	**Daily Min.**	
January	55.0	29.7	1.70
February	59.1	32.2	1.54
March	63.3	35.0	1.67
April	72.1	42.1	1.17
May	81.2	49.2	0.56
June	90.7	57.2	0.49
July	95.1	65.1	1.89
August	92.3	63.7	2.42
September	88.3	58.1	1.51
October	77.9	48.5	1.16
November	65.1	36.9	1.32
December	56.4	30.5	1.73
YEAR	**74.7**	**45.7**	**17.15**
Average total snow, sleet and hail annually: 8.8 inches (based on a thirty year average)			

2.5 Linkage and Circulation

2.5.1 Relationship to Adjacent Development

All development proposals should coordinate pedestrian and vehicular circulation patterns with adjacent buildings and sites.

Sedona has the potential to develop a series of linked outdoor spaces that would enable separate buildings to function together as districts. This characteristic can help minimize vehicular traffic and associated impacts, as well as create enjoyable human experience.
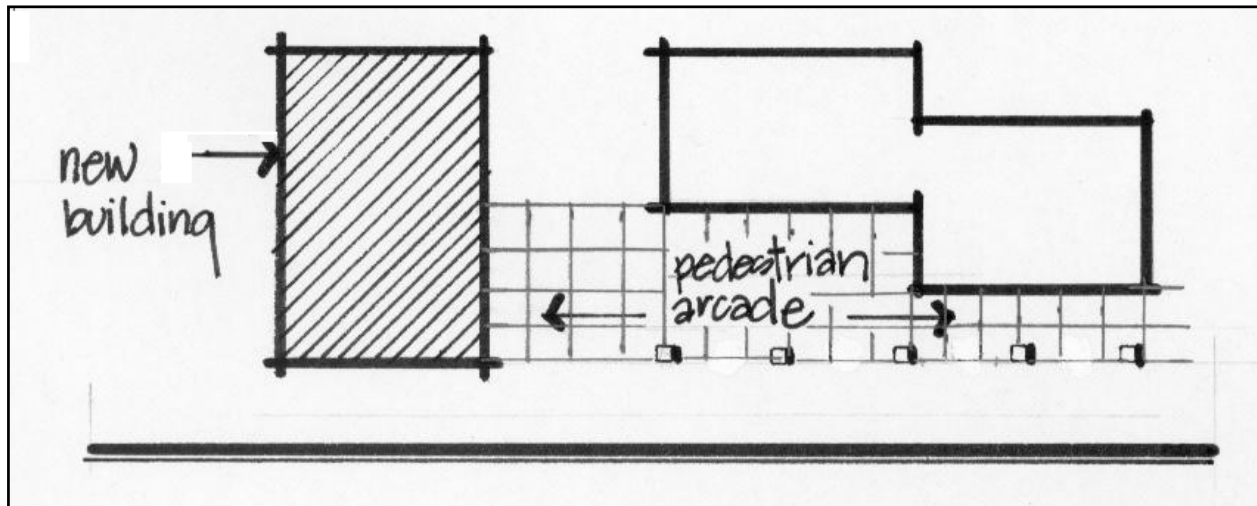
Specific consideration should be given to the following:

Aligned arcades
It is desirable to maintain the continuity of covered arcades, especially in the Uptown area. Where feasible, adequate space for pedestrian gathering as well as pedestrian circulation should be provided.
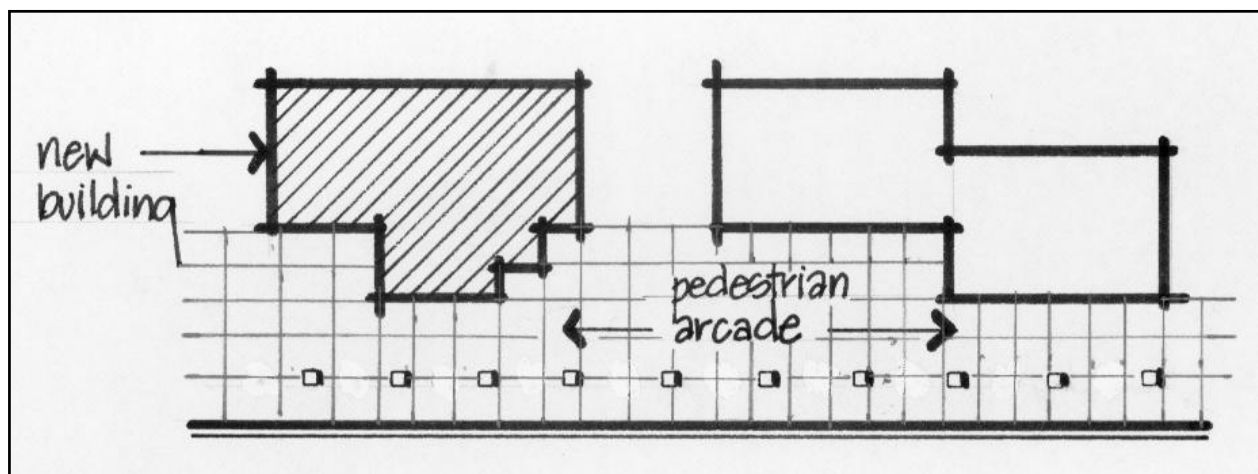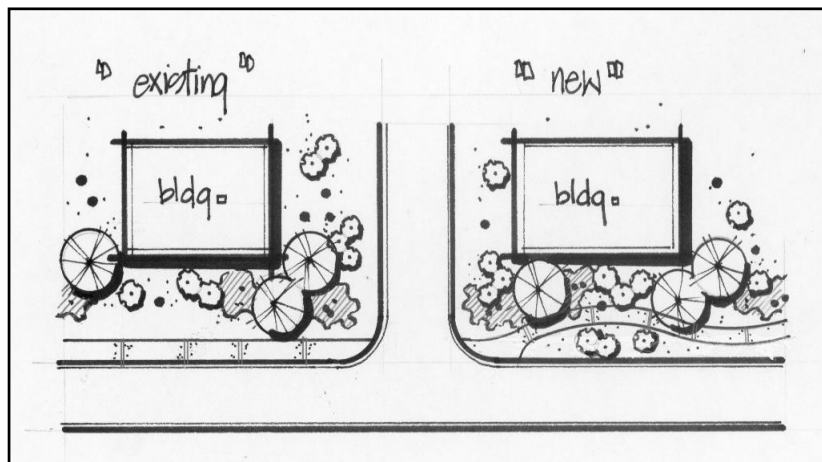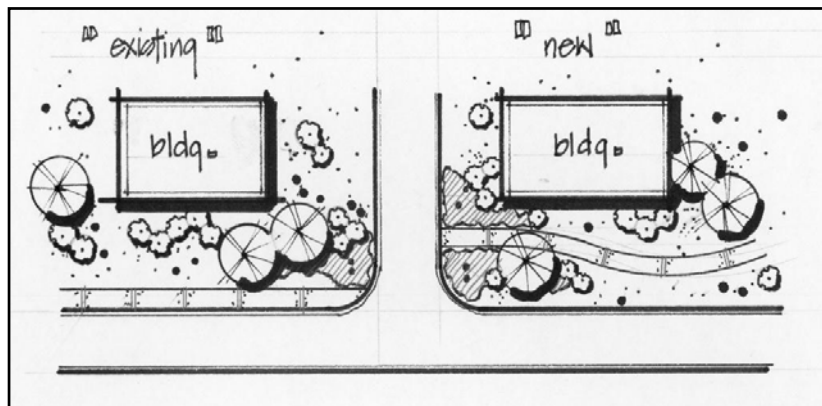

Encouraged

Discouraged

Street sidewalk continuity

New projects should interconnect with existing sidewalks and pathways. Interconnected walkways should be designed with similar and/or complementary details, colors, finishes, etc.

Encouraged

Discouraged

See also section 2.4.1, "Relationship to Adjacent Development".

Aligned courtyard passages

Courtyards and passages in new projects should interconnect and align with existing courtyards in adjacent developments.

Pedestrian paths and visual links

Clearly visible and direct pedestrian paths and visual links between neighboring buildings, between buildings and parking areas and between buildings and future transit stop sites should be established with:

- Covered arcades, especially in areas of high pedestrian activity, such as the Uptown area,
- Covered walkways,
- A sequence of courtyards,
- A unifying landscape pattern,
- Consistent paving materials,
- Minimal interruption of pedestrian paths by vehicular circulation, parking lots and service areas.

2.5.2 Courtyards and Passages

All new developments are encouraged to incorporate courtyards and patios into their site plans and to establish linkages with neighboring sites. These spaces should be designed for the comfort and convenience of pedestrians.

Courtyard as a focus
A courtyard or plaza may serve as the focus of a site or building, or may lead to other activities away from the street. All open courtyard or plaza areas should incorporate landscaping, shaded areas and seating opportunities.

Linked to street
It is preferable that courtyards be partially visible from the street or linked to the street by a clear circulation element such as an open passage or covered arcade.

Lively pedestrian spaces
Pedestrian spaces should be designed to be human in scale and include inviting and attractive spaces, so that they become lively, warm, and enjoyable to people. The best location for lively pedestrian spaces should be the area that provides the greatest benefit to the most users, takes advantage of important views, sun and breezes, and, improves circulation linkages internally and/or to adjoining areas. These could include internal locations, edge locations and corner locations.

Lively courtyard edges
The edges of courtyard spaces should contain retail shops, restaurants, offices and pedestrian activity, or include opportunities for enjoyment of views. Blank walls and dead spaces without pedestrian interest should be minimized. Strategically and tastefully placed public art such as sculptures or murals, fountains, or specimen plantings could be used to enliven transition areas.
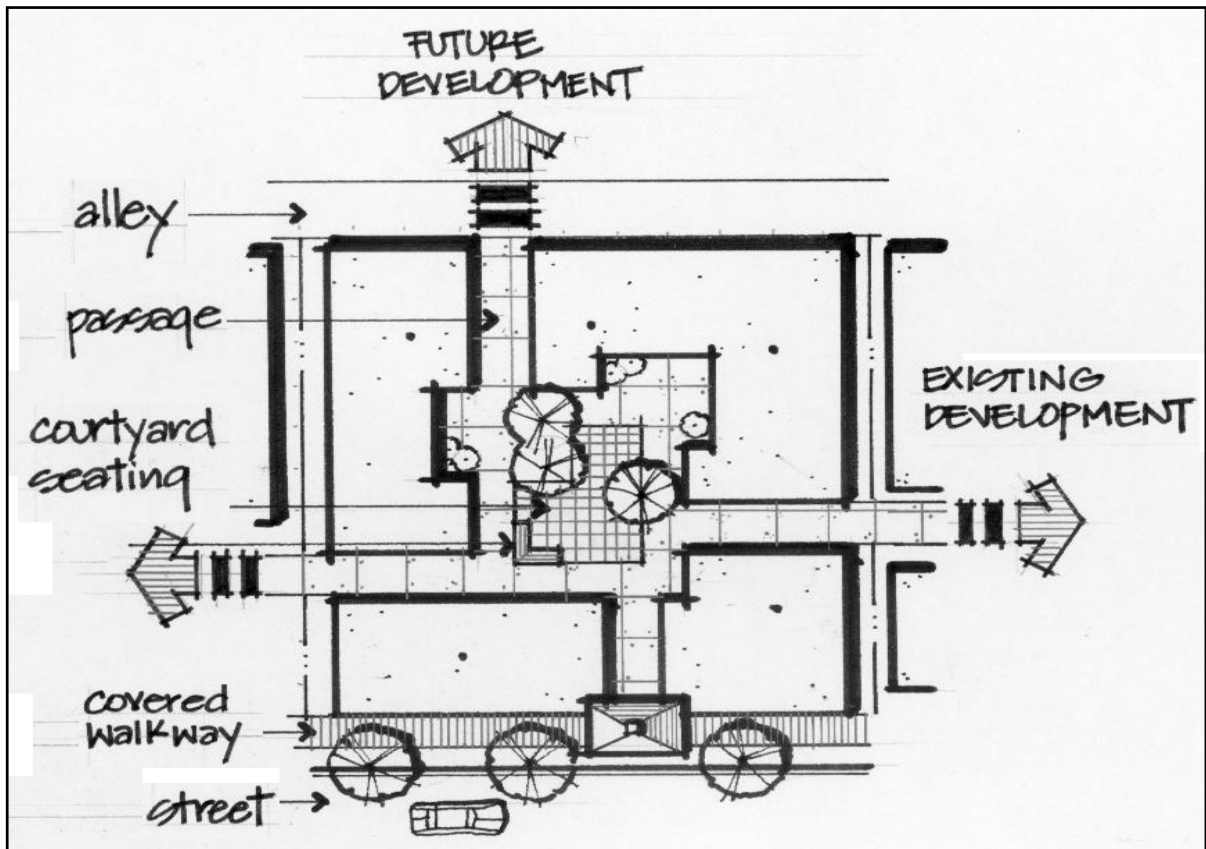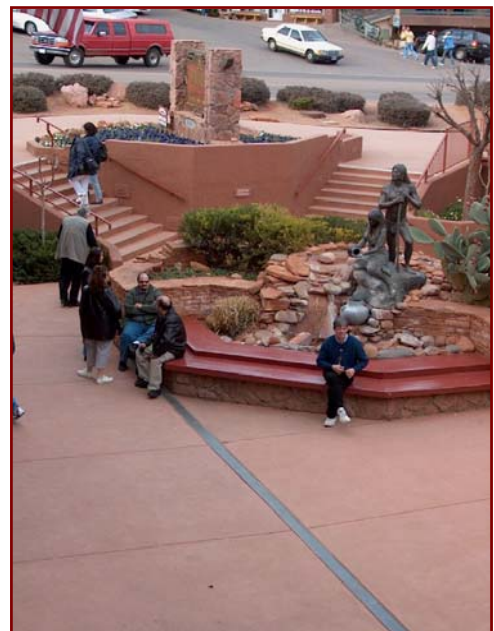
The following features and elements should be considered in the design of courtyards:

- Fixed or informal seating opportunities,
- Flexibility for special events and promotions,
- Street furnishings (trash bins, exterior light fixtures, information or directory signs, etc.),
- Sculptures, water features or fountains as focal points.

photo by Tom Johnson

- Public art,
- A choice of sunny or shaded areas,
- Active edges and adjoining dining areas,
- Several doors opening into the courtyard,
- Featured outward views,
- A variety of textures and colors for visual interest,
- Appropriate landscaping for public space,
- Covered and uncovered outdoor passageways.

Public art

Article 18 of the City of Sedona Land Development Code requires that under certain conditions based on the size of a project, developers of new or remodeled development projects are required to either place public art within their projects or to contribute money to the City's Art in Public Places Fund. However, regardless of the size of the development, the placement of limited amounts if public art within tall new development projects in the City of Sedona is strongly encouraged provided the artwork is placed as an aesthetic e art works are also encouraged, i.e. as a compositional element that is interesting yet functional. It is not intended that art works intended for sale should be displayed outdoors.
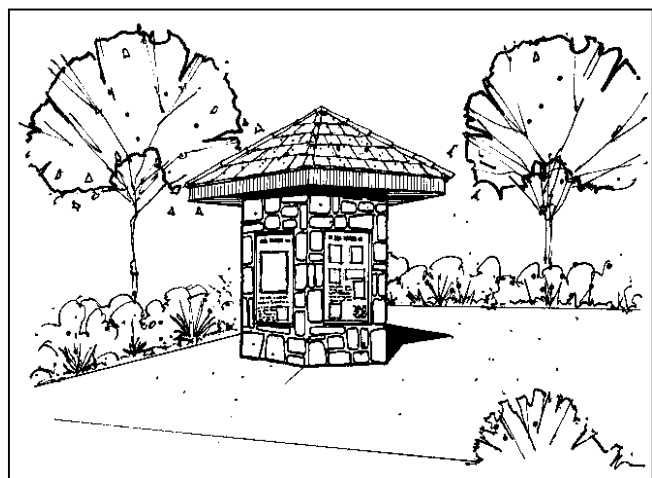

photo by Tom Johnson

Street furniture

Comfortable and attractive street furniture should be provided in public spaces for public enjoyment, comfort, and convenience. These may include seats and benches, drinking fountains, trash receptacles, information directories or signs, and public telephones.

Outdoor dining areas

Outdoor dining areas are encouraged and should be used to activate and enliven courtyards and plazas, the edges of open space, building frontages and street frontages. Outdoor dining areas should be oriented away from off-site residential uses that are sensitive to noise and nighttime activity.

photo by J. Kat Woronowicz

Solar orientation

The placement of patios, courtyards, plazas and similar spaces (including outdoor dining areas) should take into consideration the impact of solar orientation. Outdoor spaces with a southern or western orientation should incorporate landscape shading using trees, large shrubs and climbing vines. If natural landscaping cannot be utilized because of site constraints, then shading devices designed as an architectural element of the building should be used.

2.5.3 Parking Lot Walkways

All development proposals should accommodate safe, attractive pedestrian circulation to and through parking areas.

The provisions of Sections 910 and 912 of the City of Sedona Land Development Code that outline minimum standards for landscaping and parking requirements respectively, shall apply unless more restrictive provisions are listed in this manual to reflect the community's desire for development sensitive to the special nature of Sedona.

Simple circulation patterns
Pedestrian circulation patterns should be simple and easily comprehended by the user, and generally should follow landscaped islands and perimeters leading directly to buildings.

Crosswalks and pathways
Where it is necessary for pedestrians to cross traffic flows, clearly delineated crosswalks should be provided to emphasize the conflict point, improve visibility, enhance safety and provide aesthetic appeal. The use of differing colors and textures in crosswalks is encouraged, using for example, earth tone paving blocks or stamped colored concrete.

Landscaped islands
Landscaped islands should also be used for pedestrian walkways and should include benches, existing vegetation, drainage ways, rock outcrops and boulders, and other visually attractive amenities. Canopy trees that provide shade are encouraged.
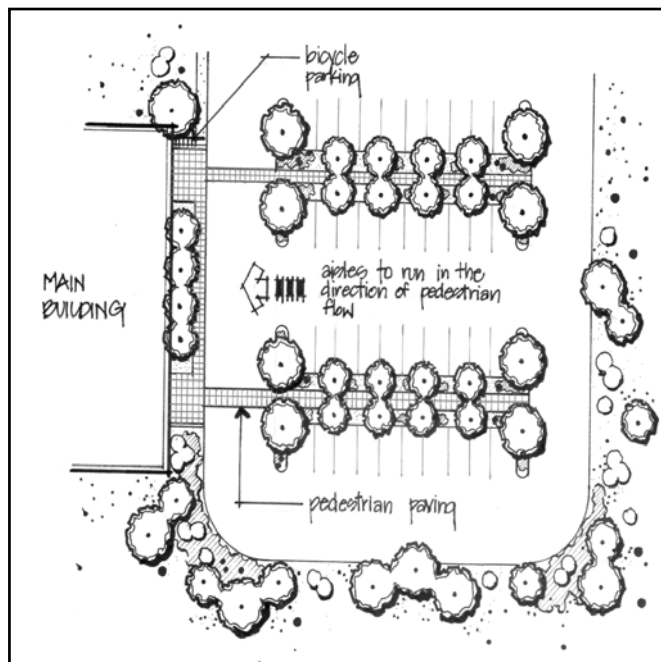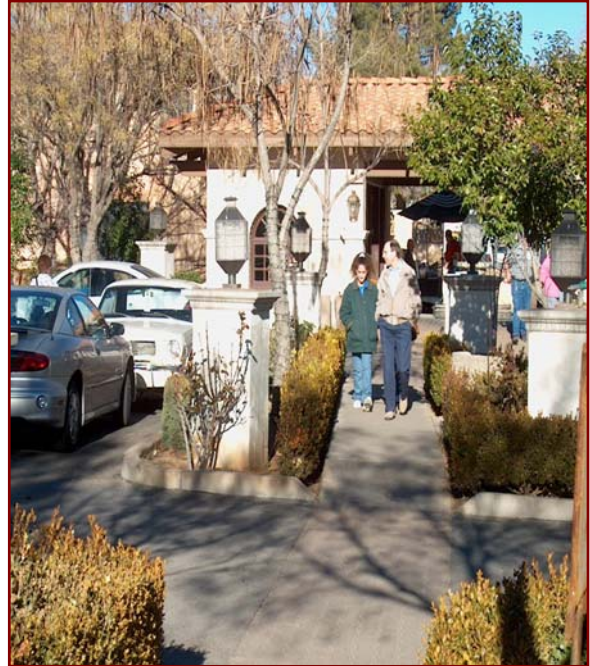
Bicycle parking
Space should be provided within commercial developments for the safe parking of bicycles without interfering with pedestrian movement. Bicycle parking locations should be easily identifiable, visible and convenient, and situated close to main building entrances.

Parking lot size as a determining factor
The degree to which separated pedestrian walks in parking lots will be required depends on the size of the particular lot. In general, parking lots that are designed with more than three parallel rows of parking should include two separated pedestrian walks.

Establish vehicular, pedestrian and parking connections between adjacent developments.

Reduce traffic congestion

Internal linkages between neighboring buildings and sites should be established. By enabling pedestrians and drivers to travel between adjacent destinations without reentering streets, traffic congestion on Sedona's major arterial roads can be reduced.

Vehicular connections

Vehicular connections between adjacent properties may be established by:

- Connecting streets and drives,
- Coordinating parking structure and parking lot entrances,
- Common service/delivery areas,
- Legally shared parking structures and parking lots,
- Linkages between parking lots and parking structures,
- Consolidating driveways for two adjacent lots from public rights-of-way to minimize curb cuts.
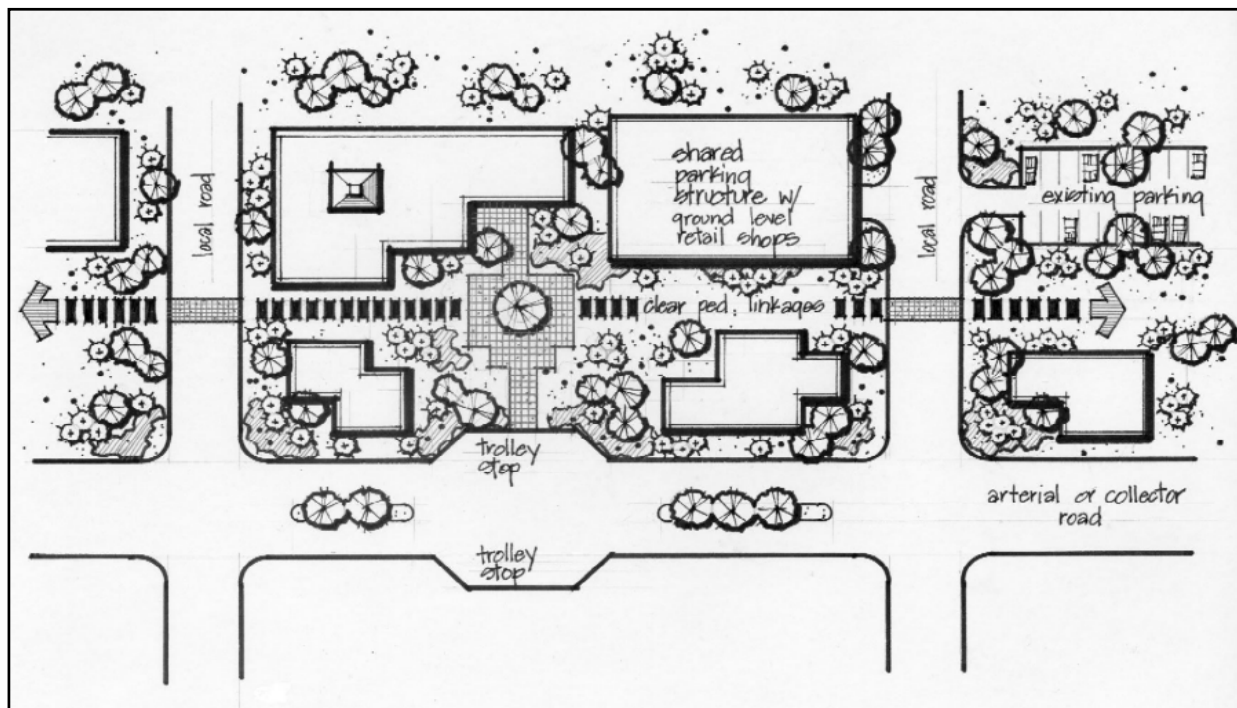
Pedestrian connections

Pedestrian connections between adjacent properties and buildings may be established by:

▪ Connecting to existing pathways and sidewalks,
▪ Maintaining continuity between connecting pathways,
▪ Locations that foster safe pedestrian crossings across adjoining streets,
▪ Accommodating Americans with Disabilities Act (ADA) requirements,
▪ Utilizing existing safety features, such as lighting, striping, signage, etc.

2.6 Parking

All new development proposals should ensure that the design of parking areas reduces the visual dominance of automobiles and is aesthetically compatible and sensitive to the built and the natural landscape.

2.6.1 Parking Area Design and Landscaping

The provisions of Sections 910 and 912 of the City of Sedona Land Development Code that outline minimum standards for landscaping and parking requirements respectively, shall apply unless more restrictive provisions are listed in this manual to reflect the community's desire for development sensitive to the special nature of Sedona.

Preserve existing topography
Wherever possible, the existing topography should be preserved intact to minimize visual impacts and disruptions in natural drainage ways, and to preserve existing trees and natural vegetation. Extensive cutting and filling to create large parking areas is discouraged. Instead, smaller parking areas distributed throughout the project site should be planned with strong pedestrian links to buildings. Where appropriate, these smaller parking areas may be designed and constructed with retaining walls or large grade transitions and substantial landscape areas between levels.

See also Section 2.4.5, "Avoid Level Grading".

Preserve healthy trees and plants

Preservation of existing healthy trees and natural vegetation on a site wherever possible should be a major consideration in the planning of a new parking area. Parking standards may be adjusted by the Director of Community Development and/or City Engineer where existing trees and natural vegetation are retained within the proposed parking area.
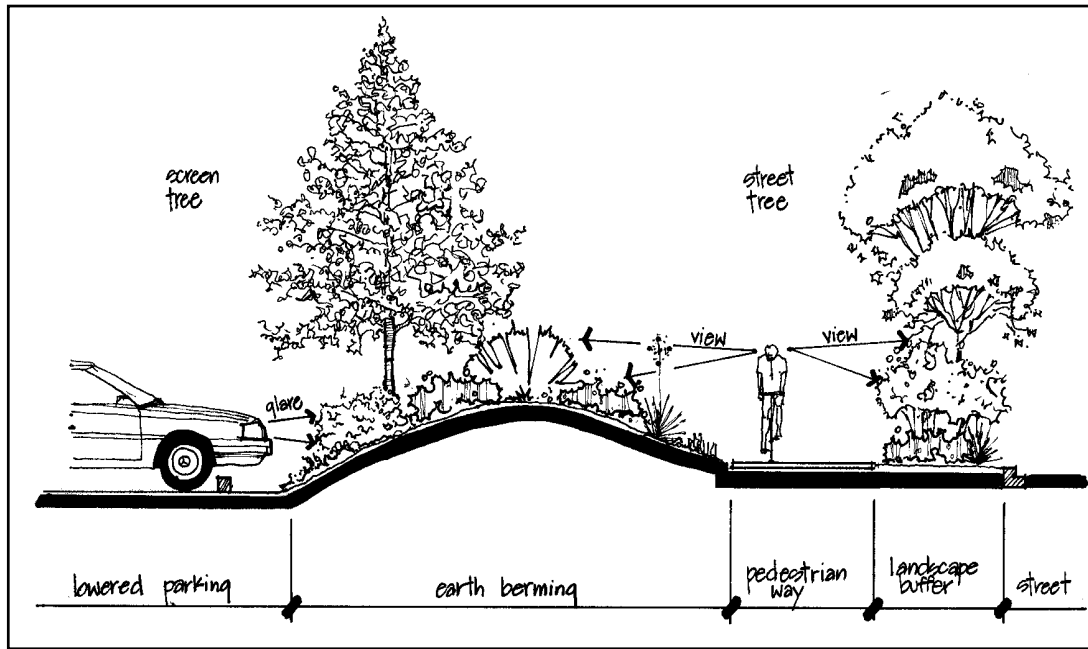

Location of parking areas

Wherever feasible, parking areas should be located so that they can be screened by buildings and landscaping. Where parking areas occur adjacent to outdoor activity areas or existing residences, a landscape buffer should be provided to reduce the impact of the parking area.

Landscape buffers

To maintain the sense of natural surroundings and a consistent streetscape, vehicle parking and service areas should be screened from public view or surrounded by landscaped buffers.

See also Section 4.3, "General Principles of Landscaping Design".

screen tree

street tree

view

view

glare

lowered parking | earth berming | pedestrian way | landscape buffer | street

Eliminate glare from automobile headlights

Glare from automobile headlights within the parking lot area should not adversely impact adjacent land uses. Planting buffers, building earth berms, or other appropriate solutions are therefore encouraged.

Avoid uninterrupted pavement

Vast expanses of uninterrupted pavement should be avoided because of their visual impacts, water runoff problems, and heat buildup, as well as the loss of existing trees and natural vegetation. Parking areas and other expansive areas of paved surface should be broken up with landscape planting.

- Planted islands large enough for trees and low shrubs should be located at the ends of parking rows, and between opposing rows of parked cars.
- Planted landscape peninsulas should also be located within long parking rows. These can also serve as locations for parking area lighting.
- The use of a variety of pavement materials within a development is encouraged.
- The use of permeable surfaces such as compacted decomposed crushed granite or gravel, interlocking pavers and pavers that allow grass to be planted within them is encouraged so that surface runoff is reduced and a more visually appealing parking surface can be achieved. Permeable surfaces that have the potential to create dust must be treated.

See also Section 2.5.3, "Parking Lot Walkways".

Tree canopies

Tree canopies providing partial shade within parking rows are encouraged.

Covered parking

Covered parking is encouraged to provide further visual screening, especially when viewed from above. Covered parking structures should be architecturally compatible with the remainder of the development.

2.6.2 Parking Structures

New projects are encouraged to consider parking structures, minimizing their visual impact.

Specific consideration should be given to the following:

- Short dimension on street frontage,
- Parking structures that must be located on public street frontages should minimize the street frontage of the structure by placing its short dimension along the street edge.

parking structure